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were 16 mm in diameter

- Station 50: 25 cm of mother earth, 30 cm of mineral soil, and loam which was very stony
 - ' 55: 30 cm of mother earth, 20 cm on mineral soil, 60 cm of considerably marly loam, and loam with an admixture of clay
 - " 60: 35 cm of mother earth, 40 cm of mineral soil, and 1.25 meters of marly loam
 - 65: Subsoil water had to be drained. After the removal of the sludge, the area was filled-in with a 40-cm layer of gravel. A drainage pipe was then laid. It terminated at a reservoir located 20 neters left of the runway. The hole was then filled with 5 layers of gravel and mineral soil alternatively. The individual layers were packed by rammers to a required density of 90 percent (sic).
 - 70: 30 cm of mother earth, 1 meter of marly mineral soil, and marly loam
 - " 73: Same as station 70.
- 3. The runway had the following gradients in its longitudinal profile:

Ascent	of	3	mm/m	from	station	18	to	station	28;

₹ 4	1.	mm/m	. It	М	28 "	18	31;
Level			H	ŧŧ	31 "	41	36;
Descent of	2	mm/m	19	71	36 "	12	43;
Level			11	11	43 "	78	46;
Ascent of	3	mm/m	ti	ŧŤ	46 "	79	49;
P S	6	mm/m	tř	41	49 "	tt .	50;
4 7	4	mm/m	ŧŧ	11	50 "	tt	60;
\$ 5	2	rom/m	†1	71	60 "	11	70;
U	1	mm/m	11 .	ff	70 "	11	to end of runway

4. Between 24 and 28 September, 3,360 laborers were employed at the field. All of the machines previously observed were still there. Some workers were being discharged. Among these were two groups of 6 carpenters each who left for bridge construction near Frankfurt/Oder and Ruestrin. An area of 265,000 square meters was concreted. Concreting was still to be done on an area of about 35,000 square meters at the east end of the runway. Excavating had started at the west and east ends of the runway where the connecting lanes to the scheduled northern circular taxiway were to be built. (2)

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- 5. Telephone poles were still observed along the northern edges of the runway between the stations 25 and 73 and south of the runway between the stations 46 and 73. A narrow-gauge field railroad track crossed the runway at station 27. Gravel used for covering the concrete slabs was stored between stations 30 and 46. An accident which had occurred when buried ammunition exploded caused on interruption of the work and the area was examined. However, the mine detectors which were used by the Russians were not suitable beyond a denth of 30 cm.
- 6. The bed of the spur track was filled with gravel as far as the cld Werneuchen-Mirschfelde road. (3) The connection to the main-line was completed but the switch was still missing. No siding was laid 25X1 to the barracks installations, which were off-limits to the workers.

The easternmost hangar was empty and the other hangars were closed.

A construction laborer at the field said that, on 4 October, the vesternmost hangar was open and fully occupied by aircraft and that Soviet soldiers took off the old inscriptions and painted new Soviet stars on the planes. The aircraft were allegedly twin-engine low-wing monorlanes with double rudder assemblies. The worker also said that a biplane with a Soviet officer landed in the northern section of the field about 2:30 p.m. on 2 October and took off again about one and a half hours later. The field was still occupied by 600 to 600 air force soldiers. Trucks

were observed entering and leaving the field.

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9. Work continued on the runway along the Hirschfelde-Regendorf road. A strip of about 400 meters of the taxiway was completed from the east end of the runway toward the hangars, while a length of about 1,000 meters of the runway remained to be built. Two taxiways were constructed in the western section of the field. One was completed and ran in a curve from hangar 1 to the west end of the runway. The other taxiway ran from hangar 2 in a right angle to a point about 400 meters from the west end of the runway. (5) à taxiway strip of 50 meters remained to be concreted. About 300 meters of the apur track was completed. (3) The construction site was illuminated at night. Construction workers stated that the runway was to be completed by 10 October 1951.

25X1 Comments.

(1) For a diagram of the division of the runway The reported runway length of 2,500 meters agrees with previous information.

25X1 (2) The construction of a taxiway north of the runway has not been reported by other sources. This construction is believed to be

- reported by other sources. This construction is believed to be improbable because Werneuchen airfield is being improved in the same way as other airfields in the Soviet Zone of Germany which have only one taxiway.
 - (3) The new spur track is being laid in the western section of the landing field near the west end of the runway toward the buildings south of the hangars. Construction on this track started at the northern section of the landing field.
 - (4) Hangar 1 is located farthest west. PE-2s are parked there.

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In addition to the repeatedly reported ground personnel of about 600 men, no additional air force unit has been observed in Werneuchen. There are no indications of the expected arrival of an air unit.

an air unit.

(5) The taxiway leading from hangar 2 to the runway is actually the western connecting lane between the main taxiway and the runway.

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